

LLOYD'S REGISTER OF SHIPPING.

LIVERPOOL.

"STAD AMSTERDAM".

First visit paid on Friday 3rd January:-

did so because Mr. Batchelor (who had been on vessel for engine survey) pointed out that bevel wheels on steering leads from bridge had been stated to be worn. Mr. Batchelor had recommended 6 new wheels and asked me to see them fitted and tried.

Whilst on board I noted that repairs were being effected on after D.B. Tank, 2 reverse bars were being renewed and a patch fitted in way of fracture. Subsequently casually met Capt. Hicks in the Office of Messrs. Grayson Rollo & Clover., Garston, I asked Capt. Hicks about bevel wheels and tank repair and he said he had put repairs in hand and he more or less apologised about not giving us an opportunity to see the D.B. Tank before & asked me to proceed. I requested that we should see a test on this tank if he wanted me to report it.

Second visit Tuesday 7th January, :-

Saw bevel wheels fitted & tried. Tank not ready for test.

Third visit Friday 14th January:-

Found tank repairs completed and ceiling back in place.

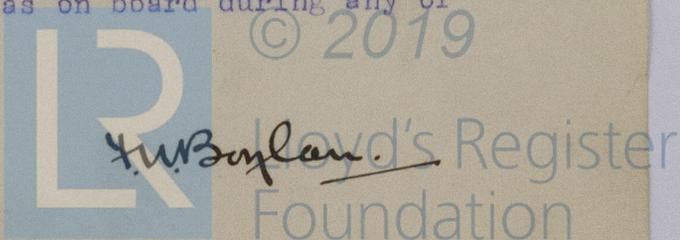
The repairers stated that this tank had been tested and found good. No opportunity was afforded for me to see these repairs under pressure.

At no time was I requested to do anything further than see to these repairs.

I visited the ship twice in addition to these reported visits and since the work was not advanced came away again.

On every visit made, I met the Chief Officer who did not seem to take any interest in the proceedings.

No Superintendent or Master was on board during any of my visits.



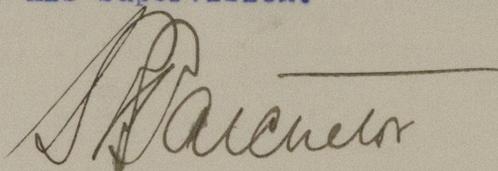
"STAD AMSTERDAM".

Visited vessel on the 27th December, 1940, conferred with the Chief Engineer regarding the condition and working of machinery and boilers and was informed that the lubricating oil pipes were not functioning satisfactorily and that the L.P. crank pin was now opened up on that account.

We visited the Engine room and I was satisfied & concurred with the Chief Engineer that all repairs he required were necessary.

On again visiting the vessel on the 31st December, 1940 I was informed by the Chief Engineer and shown some steering rod bevel wheels that required renewal and on the following day 1st January, 1941 as Captain Hicks had not been present during my visits I phoned him, advising what recommendations I had made.

With regard to the P.S. contained in copy of Messrs. Hicks and Parks letter to Lloyd's Register of Shipping., London., dated 8th March, 1941, I wish to state that I did not make any recommendations regarding opening up of boilers and mountings, being entirely satisfied after examination of stamp marks on boiler ends (renewed 1939) and the Chief Engineer's comments. I really think that Captain Parks had mistaken this vessel for a coaster he recently had under his supervision.





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Lloyd's Register
Foundation

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